

STAFF REPORT

To: Honorable Mayor and City Council

Through: Brent Billingsley, Development Services Director

From: Kazi Haque, Planning Manager

Date: June 15, 2010

RE: **Addendum: Conditional Use Permit (CUP) 10-06 Park and Ride transit facility (Discussion and Action).**

PLANING AND ZONING COMMISSION RECOMMENDATION

The Planning and Zoning Commission held a public hearing June 14 on this agenda item, and recommended **denial** on the ground that a traffic impact study was not made available and landscaping for the site was not provided. Earlier, staff recommended to move to approve **CUP 10-06 Park and Ride facility** for the duration of seven (7) years for the proposed operation of a Park and Ride Facility that will consist of general parking and one (1) bus shelter, subject to conditions as stated in this staff report and as amended by City Council.

Analysis:

Originally, five (5) of the conditional use permit cases, including CUP10-06 were presented April 26 to the Commission for discussion only as part of the public hearing process, the Commission at that time inquired if the cases were going to be presented individually and if the landscape requirements could also be addressed. In their next public hearing meeting May 10, the Commission was presented with each case separately as requested and the landscaping estimates for the City Hall Complex and Park and Ride Facility were also provided. Further, staff informed the Commission that funding for landscaping was not included in the budget as such will require Council review and approval. The estimate for the landscaping for the cost for the City Hall was approximately \$112,000 and \$72,000 for the Park and Ride Facility. The Commission did not make any recommendation at this meeting pertaining to landscaping, but questioned staff instead on the traffic impacts related to the transit facility. This case, CUP10-06 was tabled by the Commission until the next meeting.

At the June 14 meeting, staff presented the Commission with a Traffic Impact Letter per the standards and established guidelines as stated in the Regional Transportation Plan, RTP (see below). The letter was generated by Chris Salas, Transportation Manager and reviewed and approved by Development Services Director, Brent Billingsley. Both of them addressed the Commission stating that staff was being consistent in applying the same standards and procedures a developer is required to follow. Further, to mitigate impacts, staff also met with ADOT Tucson District, ADOT Transportation Planning Division, Phoenix, and the Baja Traffic Engineer for coordination. Per their recommendation, one of the existing access points at the site will have to be closed permanently.

STAFF REPORT

Additionally, the City will be installing a 6" curb on Honeycutt Road from SR-347 to Maricopa Business Center. The implementation and site planning for the Park and Ride Transit Facility is made possible by virtue of the American Recovery Reinvestment Act (ARRA) Grant and specific conditions that are required to be met. Construction completion will be required by October 1, 2010.

Staff is recommending that City Council consider this case and provide direction to staff.

Pursuant to the 2008 Regional Transportation Plan (RTP), Appendix I, Traffic Impact Analysis Guidelines, Section 3.0 Requirements:

Requirement for a Traffic Impact Analysis

Preparation of a TIA will be required for all new developments, or additions to existing developments, where the ultimate development of the site generates 100 or more peak-hour trips per average weekday.

Requirement of a Traffic Impact Letter

A development that generates less than 100 peak-hour trips per average weekday will be required to submit a Traffic Impact Letter (TIL). A TIL is a letter that examines the trip generated in order to determine if a TIA is required. A TIL would also examine access management and if turn lanes will be required. The specific level of detail for a particular impact letter may vary according to the density of the proposed development, existing and planned development, and the existing roadway conditions

Requirement for Agreement

Those who prepare the analysis must obtain agreement from the Transportation Division on the specific requirements. Traffic analysis for developments on State highways must be performed in accordance with ADOT's *Traffic Impact Analysis for Proposed Development*. The analysis of roadway improvements in the TIA also will follow access management guidelines established for City roadways as discussed in Appendix H, Access Management Plan, of the *Maricopa RTP Update*.

City Authority

The City makes the final decision on requirements of a TIA. A developer will first estimate the number of vehicle trips generated by the development to determine if a TIA is required or a TIL is sufficient. The developer must obtain concurrence from the Transportation Division on the number of trips generated by the development.